

Environment and Prosperity Scrutiny Committee

Agenda

Date: Tuesday, 23rd November, 2010
Time: 10.00 am
Venue: Committee Suite 1,2 & 3, Westfields, Middlewich Road,
Sandbach CW11 1HZ

The agenda is divided into 2 parts. Part 1 is taken in the presence of the public and press. Part 2 items will be considered in the absence of the public and press for the reasons indicated on the agenda and at the foot of each report.

PART 1 – MATTERS TO BE CONSIDERED WITH THE PUBLIC AND PRESS PRESENT

1. **Apologies for Absence**

2. **Declarations of Interest/Whipping Declarations**

To provide an opportunity for Members and Officers to declare any personal and/or prejudicial interests in any item on the agenda

3. **Public Speaking Time/ Open Session**

A total period of 15 minutes is allocated for members of the public to make a statement(s) on any matter that falls within the remit of the Committee.

Individual members of the public may speak for up to 5 minutes, but the Chairman will decide how the period of time allocated for public speaking will be apportioned, where there are a number of speakers

4. **Minutes of Previous Meeting** (Pages 1 - 6)

To give consideration to the minutes of the meeting held on 26 October 2010

For any apologies or requests for further information, or to give notice of a question to be asked by a member of the public

Contact: Katie Smith
Tel: 01270 686465
E-Mail: katie.smith@cheshireeast.gov.uk

5. **Draft Local Transport Plan Strategy Consultation** (Pages 7 - 60)

To give consideration to the draft Local Transport Plan (LTP)

6. **Macclesfield Economic Master Plan**

To receive a presentation updating members on progress in developing the Macclesfield Economic Masterplan, including identification of key recommendations and an update on the progress regarding the current Development Agreement with Wilson Bowden.

7. **All Change for Crewe Vision**

To receive a presentation relating to the development of the 'Crewe Vision' work and its implementation through the 'All Change for Crewe' programme, including updates on recent actions and initiatives.

8. **Forward Plan** (Pages 61 - 62)

To give consideration to the extracts of the forward plan which fall within the remit of the Committee.

9. **Work Programme** (Pages 63 - 70)

To give consideration to the work programme

CHESHIRE EAST COUNCIL**Minutes of a meeting of the Environment and Prosperity Scrutiny Committee**

held on Tuesday, 26th October, 2010 at Committee Suite 1,2 & 3, Westfields,
Middlewich Road, Sandbach CW11 1HZ

PRESENT

Councillor G M Walton (Chairman)
Councillor A Martin (Vice-Chairman)

Councillors G Barton, W S Davies, H Davenport, R Fletcher, L Gilbert,
M Hollins, T Jackson, M Parsons, M J Simon, C G Thorley and M J Weatherill

In attendance:

Councillors R Menlove, L Smetham, D Stockton and D Thompson

Officers:

A Fisher, B Flannagan, R House and P Sherratt.

Apologies

None

35 DECLARATIONS OF INTEREST/WHIPPING DECLARATIONS

None declared at this point.

36 PUBLIC SPEAKING TIME/ OPEN SESSION

None

37 MINUTES OF PREVIOUS MEETING

RESOLVED

That the minutes of the meeting be approved as a correct record and signed by
the Chairman

38 VERGE MAINTENANCE

Consideration was given to a presentation on verge maintenance. The
presentation outlined:

- The current arrangements – Bam Nuttall had won the contract for the former Macclesfield and Crewe and Nantwich Authorities and the Borough Council had won the contract for the former Congleton Authority
- The timetable for rural and urban grass cutting

- A detailed plan of the highway network
- The budget – total annual cost of £820,000

In summary, it was reported that BAM Nuttall and Cheshire East Council (CEC) were working to agreed contractual obligations. However CEC cut fortnightly throughout the growing season which was a higher frequency than BAM Nuttall. Member agreed that if this was achievable in the former Congleton area then it should also be achievable in the rest of the borough and therefore the possibility of providing the service in house should be investigated.

Members raised concern regarding the frequency of gully emptying. It was reported that due to the previous harsh winter, priorities had been revised to deal with the highways and that unless there was another harsh winter the programme would return to normal.

Members also raised concerns regarding hedge cutting, it was agreed that for visibility and safety reasons, this should be included in the verge maintenance programme.

RESOLVED

1. That the presentation be noted.
2. That the possibility of providing the service in house and hedge cutting being included as part of the maintenance programme be investigated.

39 REVIEW OF TOWNS AND VILLAGES

Consideration was given to a draft report of the Task and Finish Group on its review of Towns and Villages. The Committee approved the report subject to the recommendations being amended to reflect the fact that any future decisions made by the Portfolio Holder should be in line with the Cheshire East Council Parking Strategy.

Councillor Menlove thanked the Task and Finish Group for its hard work and final report which had proved to be a valuable exercise. He informed the Committee that he was currently reviewing the on/off street parking provisions within Cheshire East and that the charging regimes would be reviewed at some time in the future.

RESOLVED

That subject to the amendment highlighted above, the final report be submitted to the Portfolio Holder for Environment for approval.

40 VISITOR ECONOMY STRATEGY FOR CHESHIRE EAST

The Committee gave consideration to a report informing Members that since the Committee meeting held on 8 June 2010, a consultation period on the Visitor Economy Strategy for Cheshire East had been completed. The report updated the Committee on progress made in drafting and adopting the strategy as well as delivery to date. At the Chairman's request it was agreed that further details of what was already happening in visitor economy work to deliver the strategic priorities would be circulated to the Committee.

At this point Councillors Fletcher, Jackson and Thorley declared a personal interest in the item due to being members of the National Trust.

RESOLVED

1. That Cabinet be recommended to approve the Visitor Economy Strategy as a framework to deliver services and agree policy relating to the visitor economy.
2. That a visitor economy delivery update be circulated to all Members of the Committee.

41 INTERIM PLANNING STATEMENT ON AFFORDABLE HOUSING

The Committee gave consideration to a report outlining the proposal for the introduction of an Interim Planning Statement to be used in considering planning applications for housing development pending the adoption of a policy for Cheshire East in the LDF Core Strategy.

It was noted that the SHMAA identified that, based on CLG modelling; there was a net shortfall of 1,243 affordable homes each year across the district for the five year period 2009/10 to 2013/14. Members agreed that this target was unrealistic however the proposal that 30% of new housing schemes should be affordable was important this figure should be maintained.

It was agreed that, following the consultation period, the Statement and comments be brought back to the Committee prior to being considered by Cabinet.

RESOLVED

1. That subject to the comments highlighted above, Cabinet be recommended to approve the draft Interim Planning Statement on Affordable Housing for consultation purposes, and its agreement that it be treated as a material consideration in the determination of planning applications pending the adoption of the finalised document in such a format as may be appropriate following the consultation process.
2. That following the consultation period the statement and comments be brought back to the Committee for final consideration.

42 FUTURE HOUSING PROVISION IN CHESHIRE EAST

The Committee gave consideration to a report which:

- considered the requirement for the Council to maintain a five year supply of deliverable housing land and the position at 1 April 2010 in Cheshire East;
- considered the appropriate figure for the housing requirement for Cheshire East following the revocation of the Regional Spatial Strategy, in the interim pending the adoption of the Local Development Framework;
- proposed the introduction of an Interim Planning Policy to manage the release of land for housing development pending the allocation

of land within the Local Development Framework and that consultation should be carried out on the draft policy.

With regard to paragraph 2 of the justification for the release of housing land, Councillor Thorley strongly objected to Shavington being excluded from the settlement boundary of Crewe.

Members questioned how many planning permissions had been granted but were still to be built. It was agreed that this information would be circulated to the Committee.

Members discussed the use of 'brownfield' sites and agreed that these should be utilised as a priority before any further 'greenfield' land being released for housing.

RESOLVED

That Environment and Prosperity Scrutiny Committee endorses the Cabinet recommendation to:

1. Approve the housing requirement figure for a minimum of 1150 net additional dwellings to be delivered annually, to be used pending the adoption of the Local Development Framework Core Strategy;
2. Note the Council's five year land supply at 1 April 2010;
3. Approve the Interim Planning Policy on the Release of Housing Land for consultation purposes and agree that it be used in the determination of planning applications pending its adoption subject to the addition of suitable previously developed sites in paragraph 3 of the policy.

Councillor Barton left the meeting following consideration of the above item

43 FORWARD PLAN

RESOLVED

That the extracts of the forward plan which fall within the remit of the Committee be noted

44 WORK PROGRAMME

Consideration was given to the work programme. Due to the fact that the following issues would be dealt with through Member briefings, it was agreed that they be removed from the work programme:

- Future development of employment land at Parkgate, Knutsford
- Sustainable Towns Strategy (Snowhill)

RESOLVED

That the work programme be approved subject to the amendments highlighted above.

The meeting commenced at 10.00 am and concluded at 12.12 pm

Councillor G M Walton (Chairman)

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CHESHIRE EAST COUNCIL

REPORT TO: Environment & Prosperity Scrutiny Committee

Date of Meeting: Tuesday 23rd November 2010
Report of: Strategic Director – Places
Subject/Title: Draft Local Transport Plan Strategy Consultation
Portfolio Holder: Cllr Jamie Macrae

1.0 Report Summary

- 1.1 This paper outlines the draft Local Transport Plan (LTP) strategy setting out the proposed priorities for transport. The strategy is directly linked to the Sustainable Community Strategy (SCS) and shows how transport contributes to the achievement of wider ambitions for the area. A five week period of public consultation on the draft strategy began on the 19th October 2010.

2.0 Decision Requested

- 2.1 Comment requested on the proposed thematic priorities for the LTP strategy released for public consultation – “ensure a sustainable future” and “create conditions for business growth”.
- 2.2 Comment on the priority policies under each theme and make suggestions for alternative priorities if necessary.

3.0 Reasons for Recommendations

- 3.1 The draft strategy and proposed priorities reflect the outputs from earlier stakeholder and Member consultation. The transport priorities also reflect wider aspirations for the area contained within the SCS and Corporate Plan, as well as emerging corporate objectives within the Local Development Framework (LDF), Economic Development Strategy and Climate Change Strategy. This consultation represents the final opportunity to influence strategic priorities for transport.

4.0 Wards Affected

- 4.1 All

5.0 Local Ward Members

- 5.1 All

6.0 Policy Implications including - Climate change - Health

- 6.1 The LTP is a statutory document that must be prepared by the Council by April 2011. It is supported by a Sustainability Appraisal (incorporating a Strategic Environmental Assessment (SEA), a Health Impact Assessment (HIA), Habitat Regulations Assessment (HRA), and an Equalities Impact Assessment (EIA)). The LTP supports wider climate change objectives in terms of mitigation and adaptation.

7.0 Financial Implications (Authorised by the Borough Treasurer)

- 7.1 Traditionally LTP funding has been linked to the quality and delivery of the plan. However, in future the direct funding settlement will not be linked to performance and will be significantly reduced. The quality of an areas LTP may be taken into consideration in 'bidding' for other sources of Government Funding – for example the Local Sustainable Transport Fund.

8.0 Legal Implications (Authorised by the Borough Solicitor)

- 8.1 Under the Transport Act 2000 as amended by the Local Transport Act 2008, the LTP is a statutory document that must be prepared by all local transport authorities in England. Cheshire East Council is a local transport authority. LTPs must contain policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area, and proposals for implementation of those policies. The legislation also sets out provisions for taking into account Government guidance on environment and climate change, and for making the final plan available for inspection by the public.

9.0 Risk Management

- 9.1 The financial challenges of the coming years require the need to address hard questions of priority, manage expectations and plan delivery carefully. Other challenges include the extremely difficult economic climate, meeting the needs of an ageing population and the imperative to adapt and respond to climate change.
- 9.2 It is also recognised that a 5 week public consultation period is shorter than recommended. However, extensive engagement has already been undertaken including stakeholder and Member workshops and LAP questionnaire. The timescales have been driven by the committee cycle to ensure Full Council sign off before the end of March 2011.

10.0 Background and Options

- 10.1 Cheshire East's draft Local Transport Plan (LTP) sets out a 15 year transport strategy for the borough (2011-2026), which relates directly to the SCS priorities for action. The SCS thematic areas are:

- Ensure a sustainable future
- Create conditions for business growth
- Drive out the causes of poor health
- Nurture strong communities
- Support our children and young people
- Prepare for an increasingly older population
- Unlock the potential of our towns

10.2 The LTP has been subject to wide ranging community engagement, including integrated public consultation with the SCS, a stakeholder workshop, LAP questionnaire and analysis of existing town and parish plans. In addition, two Member workshops have been held to prioritise the transport challenges and policies within each theme, as well as the relative priorities across all the thematic areas.

10.3 Through stakeholder and Member consultation, there are two clear priorities for the LTP strategy – “ensure a sustainable future” and “create conditions for business growth”.

10.4 It is proposed that future investment in transport will be directed towards the policies and interventions which support these priority areas to help grow the economy and tackle carbon emissions. This does not mean that the needs of the other thematic areas will be neglected – rather they will be supported by targeted aspects of the adopted policy solutions, which have a wide sphere of influence in other areas (e.g. needs of young and older people).

10.5 In addition, within each thematic area indicative priority policies have been identified for public consultation and are set out below. The policies within the sustainability and business growth themes are ‘core’ policies – others are ‘complementary’ and will be taken forward where resources allow, where they reflect community priorities and/or development aspirations.

10.6 The challenges for “unlocking the potential of towns” are unique to each place and will be addressed within a series of transport frameworks for principal towns and key service centres (as defined by the LDF) to be developed post-April 2011. Working with the LAPs, town & parish councils and community & voluntary groups will facilitate a better understanding of transport and accessibility needs at a local level. The aim will be to enable local communities to determine local interpretation of the LTP, and enable detailed exploration of tailored localised solutions.

10.7 The LTP will remain a live document supporting continuous improvement in the planning and delivery of services with a focus on achieving greater outcomes more efficiently, with fully engaged communities. As new national and local policies, strategies and priorities emerge and new challenges are identified, the strategy and associated daughter documents will be reviewed and updated. The daughter documents include the Transport Asset Management Plan, Network Management Plan, Passenger Transport Strategy, Rights of Way Improvement Plan and Road Safety Strategy.

Indicative Priority Policies

- 10.8 Within each thematic area, indicative priority policies have been identified for public consultation. As the challenges for young people and older people are cross-cutting, they have been included within the theme of “nurturing strong communities”. The challenges for “unlocking the potential of towns” will be addressed within a series of transport frameworks (detailed above).
- 10.9 To ensure a **sustainable future**, the following ‘core’ policies have been identified as indicative priorities:
- Public Transport (Service Levels & Reliability) – Work with passenger transport operators (bus, rail, community transport & taxis) to explore improvements to service levels and reliability.
 - Public Transport (Integration & Facilities) – Work with passenger transport providers (bus, rail and community transport) to improve public transport integration and facilities.
 - Spatial Planning – Seek to minimise the future need to travel through a strategy in the Local Development Framework that focuses most new developments in larger settlements where there is a good range of housing, jobs, shops and services already accessible by public transport, cycling and walking.
- 10.10 To create conditions for **business growth**, the following ‘core’ policies have been identified as indicative priorities:
- Maintenance – Adopt a robust and efficient approach to maintenance to minimise deterioration in the highway network and associated infrastructure assets (e.g. lighting, street furniture etc.)
 - Network Management – Effectively manage the highway network to reduce the level of delay and provide for the needs of all road users including pedestrians, cyclists and motorists.
 - Enabling Development – Seek to enable appropriate new development by supporting transport infrastructure, regeneration and/or behaviour change initiatives that will mitigate the potential impact of development proposals.
- 10.11 Within the **health** thematic area, a number of ‘complementary’ policies have been identified as indicative priorities and will be taken forward where resources allow. These are:
- Public Rights of Way & Green Infrastructure – Protect and enhance public rights of way and transport related green infrastructure and will endeavour to create new links where beneficial for health or access to green spaces.
 - Promotion of Active Travel and Healthy Activities – Work in partnership to promote walking, cycling and horse riding as active travel options and healthy activities.
 - Road Safety (Engineering) – Improve road safety through highway design improvements at collision blackspots.

10.12 A Road Safety Strategy is currently being developed for Cheshire East. This will identify the key road safety challenges in the borough and will examine the most effective measures to reduce casualties on the road network. This may result in re-assessment of policies in relation to this evidence. Road safety issues were a key issue of concern within town and parish plans across the borough.

10.13 Within the **stronger communities**, **young people** and **older people** thematic areas, a number of 'complementary' policies have been identified as indicative priorities and will be taken forward where resources allow. These are:

- Community – Work in partnership with local communities to support community led solutions that improve accessibility to key services (employment, education, health, shopping and leisure).
- Accessibility of Services – Work with partner organisations and local communities to make key services easier to access with a particular focus on disadvantaged groups and areas, including people living in rural areas, older people, young people and those without access to a car.
- Access for all – Consider the diverse range of needs concerning disabled people and other groups who experience difficulties using the transport system.

11.0 Overview of Year One and Term One Issues

11.1 The LTP strategy and first implementation plan must be prepared by the Council by April 2011. The 15 year strategy will be supported by rolling three-year implementation plans to allocate resources and prioritise key transport measures.

12.0 Access to Information

12.1 The consultation summary of the Draft LTP is attached.

12.2 Other background papers relating to this report, including the Sustainability Appraisal, can be inspected by contacting the report writer:

Name: Jenny Lees

Designation: Principal Transportation Officer

Tel No: 01270 686349

Email: jenny.lees@cheshireeast.gov.uk

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Local Transport Plan Consultation

Consultation Introduction

Our new Local Transport Plan (LTP) will set out the long-term objectives, policies and priorities for transport in Cheshire East for the next 15 years.

It is written around the seven themes of "*Ambition for All*" - Cheshire East's new Sustainable Community Strategy.

These are:

1. Ensure a sustainable future
2. Create conditions for business growth
3. Drive out the sources of poor health
4. Nurture strong communities
5. Support our children and young people
6. Prepare for an increasingly older population
7. Unlock the potential of our towns

We need your views on how transport can best contribute to these wider aspirations for the area.

The full draft LTP strategy is available to view and comment on via the Cheshire East Council website or alternatively, you can complete this questionnaire and return it to the contact details below.

Address for consultation responses

Cheshire East LTP Strategy Consultation,

FREE POST CW247,

Strategic Highways & Transportation,

Delamere House,

Crewe CW1 2LL

Email: ltl@cheshireeast.gov.uk

Web: www.cheshireeast.gov.uk/travel

Cheshire East Council

High-Level Priorities

The draft Local Transport Plan strategy proposes that the two main priorities for transport should be to:

- **Ensure a sustainable future**
- **Create conditions for business growth**

Do you agree with these high-level priorities for the Local Transport Plan?
(please tick one answer)

Yes ☐

No ☐

Neither agree nor disagree ☐

If "no"...

Please identify the Sustainable Community Strategy themes that you believe should be transport priorities instead.

Choose no more than 2 responses

Ensure a sustainable future ☐

Create conditions for business growth ☐

Drive out the sources of poor health ☐

Nurture strong communities ☐

Support our children and young people ☐

Prepare for an increasingly older population ☐

Please note the theme to "unlock the potential of our towns" will be addressed by developing town level "transport frameworks". As such, the towns theme is not included within strategic priorities lists.

Sustainability

Several transport policy areas have been identified to "**ensure a sustainable future**".

Sustainability priorities

To help **ensure a sustainable future**, the draft strategy prioritises:

- Policy S1: Spatial Planning
- Policy S3: Public Transport (Integration & Facilities)
- Policy S4: Public Transport (Service Levels & Reliability)

Do you agree with these policy priorities?

(please tick one answer)

Yes ☐

No ☐

Neither agree nor disagree ☐

If "no"...

Please indicate which of the following policies you believe should be prioritised instead.

Choose no more than 3 responses

Policy S1: Spatial Planning ☐

Policy S2: Climate Change – Mitigation & Adaptation ☐

Policy S3: Public Transport (Integration & Facilities) ☐

Policy S4: Public Transport (Service Levels & Reliability) ☐

Policy S5: Public Transport (Information & Marketing) ☐

Policy S6: Public Transport (Fares & Ticketing) ☐

Policy S7: Walking ☐

Policy S8 Cycling ☐

Policy S9 Technology & Energy Efficiency ☐

Cheshire East Council**Other sustainability policies**

Aside from those included in the consultation document, are there any other transport policies that would help **ensure a sustainable future**?

Please give your suggestions for new or amended policy:

Business Growth

Several transport policy areas have been identified to "**create conditions for business growth**".

Business growth priorities

To help **create conditions for business growth**, the draft strategy prioritises:

- Policy B2: Enabling Development
- Policy B3: Network Management
- Policy B8: Maintenance

Do you agree with these policy priorities?

(please tick one answer)

Yes ☐

No ☐

Neither agree nor disagree ☐

If "no"...

Please indicate which of the following policies you believe should be prioritised instead.

Choose no more than 3 responses

Policy B1: Strategic Partnerships for Economic Growth ☐

Policy B2: Enabling Development ☐

Policy B3: Network Management ☐

Policy B4: Network Improvement ☐

Policy B5: Freight ☐

Policy B6: Parking ☐

Policy B7: Business Innovation ☐

Policy B8: Maintenance ☐

Other business growth policies

Aside from those included in the consultation document, are there any other transport policies that would help **create conditions for business growth**?

Please give your suggestions for new or amended policy:

Health

Several transport policy areas have been identified to **"drive out the sources of poor health"**.

Health priorities

To help **drive out the sources of poor health**, the draft strategy prioritises:

- Policy H2: Promotion of Active Travel and Healthy Activities
- Policy H3: Public Rights of Way and Green Infrastructure
- Policy H8: Road Safety (Engineering)

Do you agree with these policy priorities?

(please tick one answer)

Yes ☐

No ☐

Neither agree nor disagree ☐

If "no"...

Please indicate which of the following policies you believe should be prioritised instead.

Choose no more than 3 responses

Policy H1: Targeted Health Action ☐

Policy H2: Promotion of Active Travel and Healthy Activities ☐

Policy H3: Public Rights of Way & Green Infrastructure ☐

Policy H4: Air Quality ☐

Policy H5: Noise ☐

Policy H6: Road Safety (Education) ☐

Policy H7: Road Safety (Enforcement) ☐

Policy H8: Road Safety (Engineering) ☐

Cheshire East Council**Other health policies**

Aside from those included in the consultation document, are there any other transport policies that would help **drive out the sources of poor health**?

Please give your suggestions for new or amended policy:

Communities

Several transport policy areas have been identified to support the Sustainable Community Strategy to:

- ***nurture strong communities,***
- ***support our children and young people, and***
- ***prepare for an increasingly older population.***

Community priorities

To help **nurture strong communities, support our children and young people** and **prepare for an increasingly older population**, the draft strategy prioritises:

- Policy C1: Community
- Policy C2: Accessibility of Services
- Policy C3: Access for All

Do you agree with these policy priorities?

(please tick one answer)

- Yes ☐
- No ☐
- Neither agree nor disagree ☐

If "no"...

Please indicate which of the following policies you believe should be prioritised instead.

Choose no more than 3 responses

- Policy C1: Community ☐
- Policy C2: Accessibility of Services ☐
- Policy C3: Access for All ☐
- Policy C4: Crime & Terrorism ☐
- Policy Y1: Travel to Education ☐
- Policy Y2: Targeted Action for Children and Young People ☐
- Policy O1: Targeted Action for Older People ☐

Cheshire East Council**Other community policies**

Aside from those included in the consultation document, are there any other transport policies that would help **nurture strong communities, support our children and young people** and **prepare for an increasingly older population**?

Please give your suggestions for new or amended policy:

General Comments

Please use the space provided to make any general comments on the Local Transport Plan.

What transport issues affect you most and how can the initiatives in the Local Transport Plan help?

Cheshire East Council**Equalities**

Do you believe that the draft Local Transport Plan could have an adverse impact on any disadvantaged or minority groups?

If so, please set out any concerns that you may have and make any suggestions as to how the issues raised could be addressed:

About you...

We will use the data you provide solely for the purpose of assessing views on our proposals. We may publish your comments anonymously when reporting the results of the consultation. Please be assured that your details will be kept confidential.

Please respond to the questions below and skip to the relevant section in the following pages to fill in further details.

Are you responding as a member of the public?

(please tick one answer)

Yes ☐ No ☐

Are you responding on behalf of an organisation, business or other group?

(please tick one answer)

Yes ☐ No ☐

Are you an elected member of a council or Parliament?

(please tick one answer)

Yes ☐ No ☐

Cheshire East Council

Members of the public

Please complete this section if you are responding as a member of the public.

Please enter your postcode or location (e.g. town / village)

Your gender?

(please tick one answer)

Male ☐ Female ☐

Your age?

(please tick one answer)

Under 16 16 to 24 25 to 34 35 to 44 45 to 54 55 to 64 65 to 74 Over 75
 ☐ ☐ ☐ ☐ ☐ ☐ ☐

How would you describe your ethnic origin?

(please tick one answer)

White ☐

Black / Black British ☐

Asian / Asian British ☐

Chinese ☐

Mixed Ethnic Background ☐

Other Ethnic Group ☐

I would rather not say ☐

The Disability Discrimination Act (1995) defines a disabled person as: "a person who has or has had in the past a physical or mental impairment which has a substantial long term adverse effect on their ability to carry out normal day-to-day activities".

Under this definition, do you consider yourself to be disabled?

(please tick one answer)

Yes ☐ No ☐

Organisations, businesses & other group details

Please complete this section if you are responding on behalf of an organisation, business or other group.

Please state the name of the organisation you are responding for:

Please state your name:

Elected Members details

Please complete this section if you are an elected member of a council or Parliament.

Please state the authority for which you are an elected member, and the ward/ electoral area which you represent:

Please state your name:

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Local Transport Plan

Consultation Document

Have Your Say

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Foreword

Foreword

- 1 Transport and travel is a fundamental part of everyday life – it enables us to visit friends and family, commute to work, access healthcare, education, shopping and leisure activities, and supports a healthy and vibrant economy. The Local Transport Plan (LTP) aims to capitalise on the strengths of the existing transport system in Cheshire East, including excellent transport links to major centres via the rail and motorway network, and set out a strategy of how we will look to improve it into the future.
- 2 Good transport connections are integral to our ambitious plans for economic growth and protecting our environment to ensure a sustainable future for all our residents and businesses. The quality of the transport on offer will be influential in meeting our wider aspirations for the borough, as set out in our Sustainable Community Strategy – “Ambition for All”.
- 3 We are ambitious about our future in Cheshire East and the role transport will play, but we must also be realistic about the challenges we face. The way we travel is changing to adapt to climate change and new technologies, the age profile of the population and shifts in the global economy. Our travel patterns are car dependent for the majority, which means we will have to find ways to travel smarter, possibly less often and in some cases look to other modes of travel such as public transport, walking and cycling.
- 4 The LTP will shape future investment in our highways and public transport network over the next 15 years, so we would welcome your comments on the proposed priorities and strategic direction for transport in Cheshire East.
- 5 Once finalised, the strategy will be supported by three year implementation plans which will transform our strategy into action. There will be a period of public consultation on the first draft implementation plan in the New Year.
- 6 I look forward to receiving your comments and suggestions.



A handwritten signature in black ink, appearing to read 'Wesley Fitzgerald'.

Wesley Fitzgerald
Leader of Cheshire East Council

If you have any questions about the consultation process, please email:
ltl@cheshireeast.gov.uk

Have Your Say!

- 7 Cheshire East's new Local Transport Plan (LTP) will be published in April 2011.
- 8 We want to ensure that the LTP reflects the needs of local people and businesses, so we have launched this public consultation on the draft strategy from **Tuesday 19th October** until **Sunday 21st November 2010**.
- 9 This consultation document summarises our plans so far, and now everybody has the opportunity to have their say on our proposals.



What do you think?

What should be our transport priorities for the next 15 years?

- 10 Please find enclosed a questionnaire to enable you to comment on the proposed policies and priorities. Please complete the questionnaire and return using the FREEPOST address below by Sunday 21st November.

Cheshire East LTP Strategy Consultation
 FREEPOST CW247
 Floor 6 - Strategic Highways & Transportation
 Delamere House
 Crewe
 CW1 2LL

- 11 The full draft LTP strategy is available to view and comment on via the website - www.cheshireeast.gov.uk/travel



What is the LTP?

What is the LTP?

- 12** The Council are developing a long term transport strategy for Cheshire East, which will cover the period from April 2011 to March 2026. This summary document sets out the proposed objectives, policies and priorities for transport.
- 13** Cheshire East's draft LTP strategy relates directly to the seven priorities of the Sustainable Community Strategy (SCS) – 'Ambition for All' – to illustrate how transport contributes to the achievement of wider aspirations for the area. The SCS thematic areas are:
- Ensure a sustainable future
 - Create conditions for business growth
 - Drive out the sources of poor health
 - Nurture strong communities
 - Support our children and young people
 - Prepare for an increasingly older population
 - Unlock the potential of our towns
- 14** The LTP strategy will be supported by rolling three year implementation plans, translating the strategy into deliverable actions. The first implementation plan will be released for public consultation in January / February 2011 and will include a criteria for prioritisation against which potential initiatives will be judged, as well as performance indicators.



Proposed Priorities

- 15 In developing the draft strategy, consideration has been given to the relative priorities across the thematic areas of the Sustainable Community Strategy (i.e. where transport can achieve the greatest results). Following consultation with stakeholders and Councillors, the proposed priorities for the LTP are “**ensure a sustainable future**” and “**create conditions for business growth**”.
- 16 It is proposed that future investment in transport will be directed towards the policies and interventions which support these priority areas to help grow the economy and tackle carbon emissions. This does not mean that the needs of the other thematic areas will be neglected – rather they will be supported by targeted aspects of the adopted policy solutions, which have a wide sphere of influence in other areas (e.g. needs of young and older people).
- 17 In addition, within each thematic area indicative priority policies have been identified for public consultation and are set out below. The policies within the sustainability and business growth themes are ‘core’ policies – others are ‘complementary’ and will be taken forward where resources allow, where they reflect community priorities and/or development aspirations.
- 18 The ‘core’ policies are:

Sustainability

- Public Transport (Service Levels & Reliability) – Work with passenger transport operators (bus, rail, community transport & taxis) to explore improvements to service levels and reliability.
- Public Transport (Integration & Facilities) – Work with passenger transport providers (bus, rail and community transport) to improve public transport integration and facilities.
- Spatial Planning – Seek to minimise the future need to travel through a strategy in the Local Development Framework that focuses most new developments in larger settlements where there is a good range of housing, jobs, shops and services already accessible by public transport, cycling and walking.

Business Growth

- Maintenance – Adopt a robust and efficient approach to maintenance to minimise deterioration in the highway network and associated infrastructure assets (e.g. lighting, street furniture etc.)
- Network Management – Effectively manage the highway network to reduce the level of delay and provide for the needs of all road users including pedestrians, cyclists and motorists.
- Enabling Development – Seek to enable appropriate new development by supporting transport infrastructure, regeneration and/or behaviour change initiatives that will mitigate the potential impact of development proposals.

Ensure a Sustainable Future

Ensure a Sustainable Future

- 19** To ensure a sustainable future, the SCS identifies the key transport role as: improving transport connections and accessible services, but also in supporting provision of appropriate housing, while protecting the countryside and encouraging more sustainable living. This will include ensuring that Cheshire East's ambitious plans for growth in the spatial priority areas of Crewe and Macclesfield encourage sustainable living.

- 20** Hence, the key issues revolve around management of transport impacts through the spatial planning system, and especially minimising the need to travel, and ensuring that there are attractive and available sustainable alternatives for the trips people make. This means walking and cycling for shorter journeys and efficient public transport for longer journeys.



- 21** The scale of the challenge in this area is evidenced by the past and projected growth in CO2 emissions from road transport, which is 37% of the total and is expected to grow by 2020 – whereas other sources of carbon are being reduced. Macclesfield, Knutsford and Wilmslow have the highest emissions from road transport in the borough. This is indicative of a very car dominated area and low public transport use relative to other areas.

PRIORITY POLICY

Policy S1 Spatial Planning: Seek to minimise the future need to travel through a strategy in the Local Development Framework that focuses most new developments in larger settlements where there is a good range of housing, jobs, shops and services already accessible by public transport, cycling and walking.

S1 Policy Initiatives

- 22** Undertake **transport assessments of strategic site proposals** to assess the likely cumulative impact of development proposals on the highways and transport network; and work with **neighbouring authorities** to test the transport impact of adjacent developments on Cheshire East's transport network.

POLICY

Policy S2 Climate Change – Mitigation & Adaptation: Ensure that transport policies support wider climate change objectives and adaptation needs.

S2 Policy Initiatives

- 23 Strategic joint working** with partners across all sectors to develop, implement and monitor initiatives to reduce CO2 emissions from transport; develop and implement a **Carbon Management Plan** for the Council to reduce CO2 emissions from buildings, transport and service delivery; and **influence travel behaviour** to reduce the need to travel by private vehicle and promote the use of sustainable modes of transport.

PRIORITY POLICY

Policy S3 Public Transport (Integration & Facilities): Work with passenger transport providers (bus, rail and community transport) to improve public transport integration and facilities.

S3 Policy Initiatives

- 24** The initiatives to translate this policy into action are: **encouraging multi-modal travel** to improve integration between different modes of transport (e.g. timetable modifications); **railway station improvements**, particularly in Crewe; improving **facilities at public transport hubs** through improved car parking and cycle parking; improvements in **access to public transport hubs** including improved signing and improvements to walking routes; improving **bus stop condition** through improvements to quality, safety and accessibility; and encouraging the use of **green fleet**.



PRIORITY POLICY

Policy S4 Public Transport (Service Levels & Reliability): Work with passenger transport operators (bus, rail, community transport & taxis) to explore improvements to service levels and reliability.

Ensure a Sustainable Future

S4 Policy Initiatives

- 25** Bus services - consider the options for **supported services** through revised support criteria; seek **new commercial opportunities** by working with operators to explore opportunities where there is likely to be a concentration of demand; and support the provision of additional **bus driver training**.



- 26** Rail services - work with strategic partners (e.g. GMPTE, Welsh Assembly Government) to influence **rail service specifications** ; work with stakeholders to improve the local rail network, including **reinstating passenger services** on the Middlewich to Sandbach railway line.

POLICY

Policy S5 Public Transport (Information & Marketing): Work with passenger transport operators to promote the use of public transport through improved information and marketing.

S5 Policy Initiatives

- 27** **Target promotion** towards commercial services which are 'at risk', services with the greatest potential for mode change, high frequency routes and new or amended services; **multi-media information** to communicate with passengers through a variety of channels; and **computerised booking systems** for flexible transport services to improve the efficiency and facilitate scheduling of services.



POLICY

Policy S6 Public Transport (Fares & Ticketing): Work with passenger transport operators to develop fare initiatives and simpler ticketing solutions.

S6 Policy Initiatives

- 28** Work with operators and cross boundary partners to explore **intelligent ticketing solutions** including multi-modal options; and **monitor and review the fare structure** to identify any issues associated with the cost of travel by public transport.

POLICY

Policy S7 Walking: Work with stakeholders to improve facilities for walking so that it is attractive for shorter journeys.

S7 Policy Initiatives

- 29** **Footway and footpath improvements** including resurfacing, provision of lighting and seating, and the removal of barriers; support the development of **new walking routes, pedestrian crossing points** and **route signing** for on and off-road pedestrian routes to encourage greater use for walking.



POLICY

Policy S8 Cycling: Work with stakeholders to improve facilities for cycling so that it is attractive for shorter journeys.

Ensure a Sustainable Future

S8 Policy Initiatives

- 30** Seek to provide **new cycle routes** both on-road cycle lanes and off-road routes to make commuter cycling a safe and quick alternative to car use; **junction and route improvements for cyclists** including the provision of filter lanes, advanced stop lines and toucan crossings to prioritise and enhance the safety of cyclists; work to provide greater **cycling facilities**; improved **route signing** which state the destination, distance and journey time to selected destinations.



POLICY


Policy S9 Technology & Energy Efficiency: Encourage technological development in transport services in partnership with operators to improve energy efficiency of transport infrastructure.

S9 Policy Initiatives

- 31** Investigate **hybrid and electric vehicle** options for fleet vehicles and seek to promote their use more widely in Cheshire East, including provision of charging points where possible, particularly in new developments; investigate the dimming or removal of unnecessary **street lighting** at certain times; **introduce low energy technology** (e.g. replace traditional illuminated bollards with reflective technology); and utilise **sustainable materials** (e.g. aggregates in highway maintenance projects).

Create Conditions for Business Growth

Create Conditions for Business Growth

- 32** The issues in relation to business growth focus on creating the conditions for greater prosperity, and in transport terms, centre on the removal of barriers to doing business, such as congestion. Current congestion ‘hotspots’ occur on the inter-urban network including Crewe Green Roundabout and the A500 Barthomley Link in Crewe, as well as the A34 around Congleton and the A6 through Disley. Schemes such as the Crewe Green Link Road will unlock the potential of towns, enable development and make Cheshire East an increasingly attractive location for business growth.
- 
- 33** There are important links to the sustainability chapter above, in that the locations of new commercial activity will create destinations which people will wish to access from both existing and new housing sites. Hence, the two will need to be planned together, particularly where edge of centre sites need improved access provision.
- 34** Further location and access issues are raised by the existence of pockets of deprivation and worklessness in parts of the borough, particularly in Crewe, with a need for jobs at suitable skill levels and which can be reached affordably without the need to run a private car. These issues will be accounted for further in transport frameworks developed locally.
- 35** Attracting investment and fostering growth in the commercial sector will need transport to be reliable and predictable – especially by road, where most goods movement and much business travel takes place. Hence, it will be vital to more effectively maintain and manage this network to ensure delays are minimised and journey quality is acceptable.

POLICY

Policy B1 Strategic Partnerships for Economic Growth: Work with neighbouring authorities, appropriate regional/sub-regional organisations, public transport operators and providers to enhance cross-boundary and strategic investment opportunities in transport.

Create Conditions for Business Growth

B1 Policy Initiatives

- 36** Work with the Highways Agency to improve the management of traffic on the **strategic road network** (motorways and trunk roads); support national initiatives to improve **strategic rail infrastructure** including the Northern Hub capacity improvement scheme and a high speed rail network serving the North West.
- 37** Continue to work with partners to investigate affordable ways of delivering schemes within the **South East Manchester Multi Modal Study (SEMMMS)**; seek to gain support through the Cheshire & Warrington **Local Enterprise Partnership (LEP)** for emerging transport priorities that unlock economic growth; co-ordinate ongoing liaison and partnership working with **Manchester Airport Group (MAG)**; work with **visitor economy partnerships** to develop and promote sustainable transport options for tourist attractions.



PRIORITY POLICY

Policy B2 Enabling development: Seek to enable appropriate new development by supporting transport infrastructure, regeneration and/or behaviour change initiatives that will mitigate the potential impact of development proposals.

B2 Policy Initiatives

- 38** **Facilitate sustainable development** through the provision for walking, cycling, public transport and recharging points for electric vehicles; develop an appropriate approach to **developer contributions** that enables improvements to both local and strategic transport provision; work with developers, land owners and funding bodies to deliver **major infrastructure for new development** that unlocks new development opportunities; and consider initiatives that would help support proposals for **transport & regeneration** improvements.

PRIORITY POLICY

Policy B3 Network Management: Effectively manage the highway network to reduce the level of delay and provide for the needs of all road users including pedestrians, cyclists and motorists.

Create Conditions for Business Growth

B3 Policy Initiatives

- 39** Develop a functional hierarchy of roads based on road-user need to help determine priorities for **network and route planning** and work with neighbouring local authorities to ensure consistent cross-boundary “route management”; seek to improve **junction efficiency** through minor alterations to signal timings or junction geometry; effectively co-ordinate and **manage network disruption** (e.g. roadworks) and plan effective strategic diversion routes.
- 40** Undertake a review of existing highway signage and pedestrian guard railing across the borough with the aim to reduce the amount of unnecessary **highway clutter**; seek to provide further functionality and continue to develop the range of **driver information** on roadworks and delays; develop a programme of remedial work at high risk **road-rail incursion** sites; **prepare for climate change** by developing suitable mitigation or contingency plans where the network is most susceptible.



POLICY

Policy B4 Network Improvement: Work to improve the operation of the highway network for all users through provision of new and enhanced infrastructure.

B4 Policy Initiatives

- 41** Investigate **highway capacity improvements** where alternative options are unable to alleviate traffic and congestion problems in key locations; investigate potential **junction upgrades** and the need for upgraded facilities for pedestrians and cyclists at key junctions; explore opportunities to develop **bus priority measures** on the highway network to reduce delays and improve reliability of services.



Create Conditions for Business Growth

POLICY

Policy B5 Freight: Work with freight operators and organisations to establish appropriate freight routes, delivery routines and driver practices to minimise congestion and pollution.

B5 Policy Initiatives

- 42** Establish a **freight partnership** for road hauliers to address concerns around routing, driver behaviour and delivery times; ensure that **freight routes and delivery access** arrangements are appropriately maintained and signed; support initiatives by developers, businesses, Network Rail and operators, to promote **rail freight transfer**.



POLICY

Policy B6 Parking: Adopt a consistent and structured approach to parking supply, management and tariffs, seeking to balance the issues of sustainability, quality of life and economic vitality.

B6 Policy Initiatives

- 43** Invest in the **provision of high quality parking** in appropriate locations, balancing the needs of a range of users; maximise the availability of short-stay **retail parking** in central locations and encourage long-stay business parking in areas less crucial for retail customer access, also examine the potential for Park and Ride provision to reduce town centre congestion.
- 44** Consider the needs of local residents and support the introduction of **Residents Parking Zones**, where appropriate; ensure a consistent approach to **parking management** across the borough which includes flexibility to reflect local pressures (e.g. congestion) and which encourages sustainable travel choices.

Create Conditions for Business Growth

POLICY

Policy B7 Business Innovation: Support businesses to reduce carbon emissions from transport and minimise car use.

B7 Policy Initiatives

- 45** Work in partnership with the private sector to promote improved **Broadband infrastructure** throughout all parts of the borough; work to encourage existing employers to develop **travel plan initiatives** to encourage more sustainable business and staff commuting practices; and **Council travel** initiatives to reduce the need to travel, and influence the travel behaviour of employees for both business travel and the journey to work.

PRIORITY POLICY

Policy B8 Maintenance: Adopt a robust and efficient approach to maintenance to minimise deterioration in the highway network and associated infrastructure assets (e.g. lighting, street furniture etc).

B8 Policy Initiatives

- 46** Develop a 'whole' life cycle approach in developing a **transport asset management plan** which will apply to all of the key transport assets which the Council is responsible for including footways, carriageways, highways drainage, street lighting, bridges, traffic signals, signs and public rights of way; adopt relevant new technologies for **defect reporting and response times**; and increase the durability and lifespan of **temporary road repairs** through the use of innovative technologies and materials.



Drive Out the Sources of Poor Health

Drive Out the Sources of Poor Health

- 47 The action to drive out the **sources of poor health** highlights two obvious challenges: the first is to reduce loss of life and injury in transport-related accidents; and the other to ensure people do more walking and cycling, which will help reduce obesity levels and the related health problems of diabetes, heart disease and cancer targeted by the SCS.
- 48 Alongside this, a less obvious positive contribution to health can be made by ensuring that all people have good access to nature and the countryside, which is proven to have a beneficial effect on mental health and well-being, as well as the active travel benefits.
- 49 Although big improvements in road safety have been made in recent years, there are still significant numbers of accidents, with over 68% of residents reporting having been involved in a road traffic collision. The roads remain disproportionately higher risk for motorcyclists, cyclists and people on foot – so creating a further barrier to active travel.

POLICY

Policy H1 Targeted Health Action: Work with stakeholders to identify communities, groups or areas in most need; and seek to identify targeted solutions that lower obesity rates and increase physical activity.

H1 Policy Initiatives

- 50 Support **health partnerships** to improve the health and well-being of residents; **target high risk groups** (e.g. children and young people, older people, disabled people, and geographical areas of low life expectancy) with active travel promotion, provision of infrastructure, facilities and training, and infrastructure improvement.



Drive Out the Sources of Poor Health

PRIORITY POLICY

Policy H2 Promotion of Active Travel and Healthy Activities: Work in partnership to promote walking, cycling and horse riding as active travel options and healthy activities.

H2 Policy Initiatives

- 51** **Promote opportunities and facilities** for active travel and healthy activity using appropriate media such as signage, walking and cycling maps, leaflets, events, internet sites and other technologies; undertake and support **organised walks, rides and activities** which encourage people to partake in healthy activities that they may not otherwise have the confidence or knowledge to do; enhance the accuracy of the Definitive Map and Statement and other records to provide up to date **public information on the public rights of way network**.



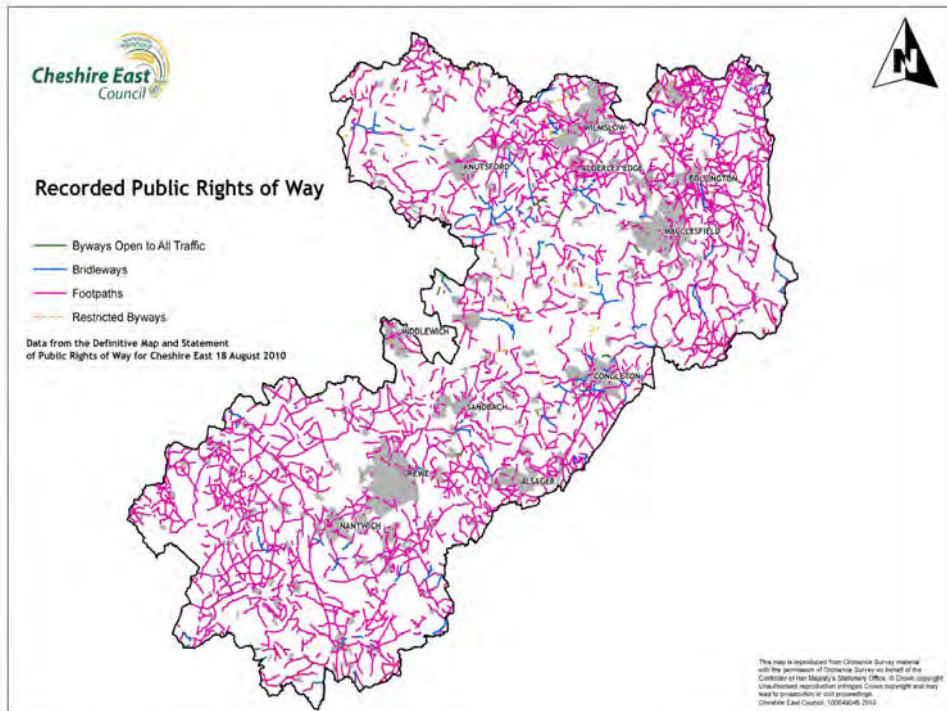
PRIORITY POLICY

Policy H3 Public Rights of Way & Green Infrastructure: Protect and enhance public rights of way and transport related green infrastructure and endeavour to create new links where beneficial for health or access to green spaces.

H3 Policy Initiatives

- 52** Improve **access to green spaces** for all members of society, including disabled people, to and within green infrastructure; seek to improve **links to key services** by routes and green infrastructure through improved surfacing and signage and creating links where gaps exist in the network; endeavour to create and enhance **leisure routes for cyclists and horse riders**; improve **litter, environmental health, safety and security**; and ensure adequate maintenance and improvements of land within the Council's ownership such as **country parks, town parks and public open space**.

Drive Out the Sources of Poor Health



POLICY

Policy H4 Air Quality: Work to improve air quality in the borough.

POLICY

Policy H5 Noise: Seek to reduce the impact of noise pollution from transport.

H4 & H5 Policy Initiatives

- 53** Work to raise awareness of air quality issues, and **public information** to communicate the results of air quality monitoring; undertake a series of sector specific campaigns aimed at better awareness of how improved **driver technique** can reduce vehicle emissions.
- 54** Undertake roadside **vehicle emission testing** of vehicles to ensure they meet vehicle emission regulations; continue to investigate innovative techniques and encourage adoption of **new technology** designed to improve local air quality; and where necessary for environmental reasons utilise **quiet surfacing systems** in highway maintenance activities.

Drive Out the Sources of Poor Health

POLICY

Policy H6 Road Safety (Education): Work with partners to improve road safety through targeted education campaigns.

H6 Policy Initiatives

- 55** Work with local and sub-regional partners to **target high risk groups** (e.g. young adults and motorcyclists); better inform all drivers and riders of the consequences of excessive speed, alcohol impairment and not wearing seatbelts through the use of **national behavioural campaigns**; and work with schools, employers and in local communities to provide road safety **cyclist training**.



POLICY

Policy H7 Road Safety (Enforcement): Work with partners to improve road safety through targeted enforcement in high risk areas.

H7 Policy Initiatives

- 56** Support the use of existing **speed cameras** at high risk sites to encourage drivers and riders to abide by speed limits; and support targeted **innovative enforcement schemes** to enhance road safety in towns and villages and on rural roads. For example, using peak time collision data to target specific at-risk groups, considering temporary introduction of Speed Indication Devices (SIDs) or assistance with informal community speed camera enforcement schemes.

PRIORITY POLICY

Policy H8 Road Safety (Engineering): The Council will improve road safety through highway design improvements at collision blackspots.


Drive Out the Sources of Poor Health

H8 Policy Initiatives

- 57** Contribute towards the reduction in the number of road traffic incidents by undertaking appropriate highway design improvements through **local safety schemes**; take account of the needs of **vulnerable road users** (e.g. pedestrians, cyclists and horse riders) and the Disability Discrimination Act 2005 when undertaking highway design; consider the viability of introducing '**Quiet Lanes**' in villages to enhance pedestrian and cycling road safety using appropriate best practice guidance.



Nurture Strong Communities

- 58** In nurturing **strong communities**, the key transport issues will be primarily local, so engagement and consideration of their views prior to determining any course of action will be crucial in achieving the SCS priority to ‘support the community to support itself’.
- 59** Local delivery of services and enabling solutions to emerge from within communities is vital to success – often finding innovative ways to retain service provision more locally, so reducing the need to travel to larger towns to access the facilities that people want. This capacity can be improved by devolving responsibility for delivery and maintenance of some current Council transport-related activity down to town, parish and local level.
- 
- 60** Accessibility to services such as education, employment, shopping and leisure can be challenging for the 39% of Cheshire East’s population living in rural areas. Areas within the Nantwich LAP have the greatest distance to travel to reach key services. Accessibility within towns can also be challenging, particularly in areas of deprivation where cost can be a barrier. Improvements in this area can emerge through technology, as well as transport services.
- 61** The best solutions to providing for disabled people, and those who experience difficulty with making longer trips, may also often be found within their local communities. This should however complement measures to ease physical access to public transport and the availability of flexible, on-demand door-to-door services for those who need them.

PRIORITY POLICY

Policy C1 Community: Work in partnership with local communities to support community-led solutions that improve accessibility to key services (employment, education, health, shopping and leisure).

C1 Policy Initiatives

- 62** Through **community engagement**, encourage local people to identify and prioritise transport and accessibility issues relevant to their community; adopt a flexible and open approach to **community-led initiatives** and support local people to develop a range of solutions.

Nurture Strong Communities

- 63** Support **local service delivery** initiatives to provide access to services (e.g. mobile service delivery and local delivery hubs); implement small-scale **local minor infrastructure improvements**; and utilise the knowledge and expertise of specialist interest **community groups** (e.g. Cheshire East Cycling Forum, Community Rail Partnerships).

PRIORITY POLICY

Policy C2 Accessibility of Services: Work with partner organisations and local communities to make key services easier to access with a particular focus on disadvantaged groups and areas, including people living in rural areas, older people, young people and those without access to a car.

C2 Policy Initiatives

- 64** Work with service providers to influence **key service location** to ensure that any changes do not have a detrimental impact on accessibility for vulnerable groups and isolated people; work with service providers to explore the opportunity for **multi-use premises** to provide a wider range of services locally (e.g. village halls & community centres).
- 65** Further utilise **rural taxi services** and private hire vehicles by investigating innovative sharing initiatives; explore **access to employment, skills and education** initiatives to ensure that future and (where possible) existing sites are as accessible as possible to local communities; encourage **sustainable communities** where people “live local, work local, buy local” including the availability of allotments to facilitate access to affordable healthy food.

PRIORITY POLICY

Policy C3 Access for all: Consider the diverse range of needs concerning disabled people and other groups who experience difficulties using the transport system.

C3 Policy Initiatives

- 66** Undertake regular **accessibility audits** of key transport infrastructure to ensure that they are accessible for those with mobility constraints and disabled people; encourage operators to use **accessible vehicles** by replacing older bus and rail vehicles with high quality fully accessible buses or carriages; and support the provision of **accessible information** in a range of formats to increase access to information.



Nurture Strong Communities

- 67** Support **independent travel training** for people with disabilities and learning difficulties to gain the essential skills they need to access 'mainstream' public transport services; promote **social care transport options** and facilitate informed decision-making through easier access to information for accessing facilities (e.g. day care centres); review current **concessionary bus travel** criteria to ensure it offers value for money and supports broader policy objectives; and promote the **concessionary rail cards** national scheme offered to older people and people with disabilities.

POLICY

Policy C4 Crime & Terrorism: Work with partners to reduce crime, fear of crime and anti-social behaviour on the transport network.

C4 Policy Initiatives

- 68** Reduce the incidence of crime and anti-social behaviour on the transport network through **targeted safety improvements**; improve the **security of stations and bus stops** including installation of CCTV; enhance **car park security** particularly those close to public transport interchanges not owned or operated by the Council; and ensure appropriate provision of **street & footpath lighting** to enhance actual and perceived safety.



Support our Children & Young People

Support our Children & Young People

- 69** Many of the transport issues affecting **children and young people** are closely related to accessibility by modes other than the car, since most will be too young to drive. Here, there are particular challenges associated with ensuring access to education at all stages.
- 70** Additionally, issues remain with younger people's exposure to risk on the roads – with over 10% of those killed or seriously injured being under 16, along with unusually high risks of involvement in an accident for car occupants and motorcyclists under 25. This sits alongside the growing threat to young people's health from rising obesity rates.
- 71** The overall health and accessibility issues identified above are often exacerbated for young people; however, outside of the education sector, better targeting of solutions – rather than additional measures – may be the best way to ease the transition to adulthood.



POLICY

Policy Y1 Travel to Education: The Council will work with schools and colleges to enable sustainable travel to education, including appropriate provision for those eligible for free or assisted transport.

Y1 Policy Initiatives

- 72** The potential initiatives to translate this policy into action are: **review the home to school transport policy** including the discretionary elements of the eligibility criteria; encourage **safer routes to school** by identifying potential safety improvements on key routes to schools through travel plans and address issues identified; explore a range of initiatives to promote and **encourage sustainable travel**; work with partners to **respond positively to changes in education delivery** (e.g. 14-19 diploma)



Support our Children & Young People

to meet the transport needs of children and young people; work with schools and parents to encourage **sharing arrangements** for travel to education. For example, car share, park and ride, taxi sharing and minibus contracts.

POLICY

Policy Y2 Targeted Action for Children and Young People: Work with stakeholders to ensure that transport provision and facilities meet the needs of children and young people.

Y2 Policy Initiatives

- 73** The potential initiatives to translate this policy into action are: promote the services which offer fare reductions for young people and explore ways of providing **fare and ticketing incentives** for young people to use public transport; identify where transport is a barrier to employment, education and training, particularly for young people aged 16-18, and explore **transport linkages from areas of deprivation**.

Prepare for an Increasingly Older Population

Prepare for an Increasingly Older Population

- 74** Transport issues faced by **older people** are in many ways a subset of the challenges outlined in the community and health thematic areas. Retaining good health longer through life is important, and active travel and access to a range of facilities and services helps older people retain a higher quality of life for longer, postponing the time when availability of specialist transport and access to healthcare services become the primary transport issues affecting them.
- 75** Cheshire East has a large (19%) and growing – but also a largely healthy and prosperous – population of older people, with increasing numbers continuing to drive for longer as well as a high take-up of free concessionary bus travel. However, as people live longer, they eventually require more specialist support and the issues of transport to facilities versus at-home service provision will become acute. Older people have expressed more difficulty accessing hospitals than other facilities, and need for better targeted services.
- 76** Inevitably, physical mobility declines with age, and it is important to ensure that day-to-day use of transport systems and streets is not compromised by unnecessary barriers to older people's mobility such as high kerbs or steps, lack of seating, or poor information, as well as minimising the risk of slips, trips and falls on streets and in transport systems. The Poynton shared space scheme is a positive example of where this approach has been implemented.



POLICY

Policy O1 Targeted Action for Older People: The Council will work with stakeholders to ensure that transport provision and facilities meet the needs of older people.

O1 Policy Initiative (Availability)

- 77** Targeted promotion and marketing to improve **travel options awareness** amongst older people, including pre-booked transport options such as Dial-a-Ride; and work with third party providers to promote and develop an **older driver assessment and training initiatives**.

Prepare for an Increasingly Older Population

O1 Policy Initiative (Accessibility)

- 78** Improve the physical infrastructure most heavily used by older people through **targeted access improvements**, such as provision of dropped kerbs, pedestrian crossing points and accessible bus stops. The focus will be on areas likely to make the greatest impact to the lives of older people, for example routes approaching community centres, care homes and healthcare centres.

Unlock the Potential of Our Towns

Unlock the Potential of Our Towns

POLICY

Policy T1 Towns: Work with stakeholders and the community to develop a local approach to transport issues that helps address local priorities and deliver the strategic objectives of the SCS and LTP.

T1 Policy Initiative

- 79** The initiative to translate this policy into action is to develop **Transport Frameworks for Towns** in order to ascertain local priorities and undertake locally specific discussion on transport issues within each of the principal towns and key service centres (to be defined by the LDF).



What Happens Next

What Happens Next?

- 80** Following public consultation, the transport policies and priorities will be finalised and reflected in rolling three-year implementation plans to allocate resources, as well as in each of the LTP daughter documents. The technical daughter documents include Transport Asset Management Plan, Network Management Plan, Rights of Way Improvement Plan, Passenger Transport Strategy, Road Safety Strategy and Transport Frameworks for Towns.
- 81** The key dates in the development of the LTP are as follows:

Key Dates	Key Event
20th Oct 2010	Results of Government "Comprehensive Spending Review"
19 th Oct – 21 st Nov 2010	Public consultation on draft LTP strategy
Jan – Feb 2011	Public consultation on draft implementation plan
Feb 2011	Final LTP strategy
Mar 2011	Final LTP implementation plan

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Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made
CE10/11-60 Visitor Economy Strategy for Cheshire East	To endorse the strategy for adoption by the Council as a framework to deliver services and agree policy relating to the visitor economy.	Cabinet	17 Jan 2011	Public consultation via the website and with key representative tourism organisations.	John Nicholson, Strategic Director Places
Draft Local Transport Plan - Implementation Plan	To approve the draft Local Transport Implementation Plan following public consultation.	Cabinet	14 Mar 2011	Public consultation to include transport and environmental groups, neighbouring authorities, Parish Councils, bus and train operators, Local Area Partnerships.	John Nicholson, Strategic Director Places

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CHESHIRE EAST COUNCIL

REPORT TO: ENVIRONMENT AND PROSPERITY SCRUTINY COMMITTEE

Date of Meeting:	23 November 2010
Report of:	Borough Solicitor
Subject/Title:	Work Programme update

1.0 Report Summary

- 1.1 To review items in the 2010/2011 Work Programme and to determine whether or not any additional items need to be included.

2.0 Recommendations

- 2.1 That the Committee note the work programme.

3.0 Reasons for Recommendations

- 3.1 It is good practice to agree and review the Work Programme to enable effective management of the Committee's business.

4.0 Wards Affected

- 4.1 All

5.0 Local Ward Members

- 5.1 Not applicable.

6.0 Policy Implications including

- 6.1 Not known at this stage.

7.0 Financial Implications 2010/11 and beyond

- 7.1 Not known at this stage.

8.0 Legal Implications

- 8.1 None.

9.0 Risk Management

- 9.1 There are no identifiable risks.

10.0 Background and Options

- 10.1 Since the last meeting of the Committee, The Chairman has met with the Portfolio Holders to discuss the work programme and future issues for the Committee.
- 10.2 The monitoring Officer has issued advice to Overview and Scrutiny Committees on the Membership of Task and Finish Groups for those occasions when Members do not wish to set up a task and finish Group on a proportional basis as follows:
- 10.3 The constitution currently requires that Task and Finish are organised on a proportional basis, but this has proved difficult with such small numbers (they usually consist of 5 or 6 members).
- 10.4 If the constitutional requirement for proportionality were removed, there is still a statutory requirement. By virtue of the Local Government and Housing Act 1989, Schedule 1, advisory committees are subject to the proportionality rules contained in the act. Unlike the constitutional requirement, however, the Act permits proportionality to be dispensed with, provided that the scrutiny committee so decides on a 'nem con' vote. Removing the requirement in the constitution would therefore provide greater flexibility.
- 10.5 In effect this means that if members are mindful to set up a Task and Finish group on a non proportionate basis, this can only be done by a 'nem con' vote ie a vote without objection, otherwise the Task and Finish Group must be set up on a proportional basis
- 10.6 In reviewing the work programme, Members must pay close attention to the Corporate Plan and Sustainable Communities Strategy.
- 10.7 Members must also have regard to the general criteria which should be applied to all potential items when considering whether any Scrutiny activity is appropriate. Matters should be assessed against the following criteria:
 - Does the issue fall within a corporate priority
 - Is the issue of key interest to the public
 - Does the matter relate to a poor or declining performing service for which there is no obvious explanation
 - Is there a pattern of budgetary overspends
 - Is it a matter raised by external audit management letters and or audit reports?
 - Is there a high level of dissatisfaction with the service

If during the assessment process any of the following emerge, then the topic should be rejected:

- The topic is already being addressed elsewhere
- The matter is subjudice
- Scrutiny cannot add value or is unlikely to be able to conclude an investigation within the specified timescale

11 *Access to Information*

The background papers relating to this report can be inspected by contacting the report writer:

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Environment and Prosperity Scrutiny Committee Work Programme – November 2010

Issue	Description/Comments	Suggested by	Portfolio Holder	Corporate Priority	Current Position	Date
Macclesfield Economic Master Plan – presentation	To receive an update on the proposals.	Portfolio Holder	Macrae	The growth and development of a sustainable Cheshire East	On target	23 November 2010
All Change for Crewe Vision - presentation	To receive an update	Portfolio Holder	Macrae	The growth and development of a sustainable Cheshire East	On target	23 November 2010
Local Transport Plan	To give consideration to the Local Transport Plan prior to it being submitted to Cabinet for approval	Committee	Macrae	The growth and development of a sustainable Cheshire East	On target	23 November 2010
LDF Annual Monitoring Report	To give consideration to the LDF Monitoring Report	Portfolio Holder (Macrae)	Macrae/Brown	The growth and development of a sustainable Cheshire East	On target	21 December 2010
Economic Development Strategy	Members gave consideration to the draft strategy on 8 June 2010 and requested to receive the final draft prior to it being submitted to Cabinet for approval	Committee	Macrae	The growth and development of a sustainable Cheshire East	Delayed	25 January 2011
Development Management Transformation Project and Member Group	To receive an update on the review of the computer systems, processes and culture. The basic platform is now in place, however the	Chairmen's Group	Macrae	Being an excellent Council and working with others	Delayed	25 January 2011

Environment and Prosperity Scrutiny Committee Work Programme – November 2010

	data still needs to be transferred, which should be completed by March 2011					
Economic Recovery Task Group - Presentation	To receive an update of the Economic Recovery Task Group	Portfolio Holder	Macrae	The growth and development of a sustainable Cheshire East	On target	25 January 2011
Tatton Vision	To receive an update on Tatton Vision	Portfolio Holder	Macrae	The growth and development of a sustainable Cheshire East	On target	25 January 2011
Community/Public Transport Policies	To receive an update on Community/Public Transport Policies	Portfolio Holder	Macrae	To enhance the Cheshire East Environment	On target	8 February 2011

Possible Items to Monitor or consider at future Meetings

Carbon Reduction Commitment – May/June 2011 - Cllr Menlove
 Highway Assessment Management Plan and Network Management – Cllr Macrae/Menlove
 Crewe Crematorium – Cllr Menlove
 Updates on Highway Maintenance Term Contract Review (Cabinet Panel)
 Budget
 Highway Policies – Cllr Menlove, special meetings TBA
 Performance Management – Cllr Brown
 Release of Housing land – Cllr Macrae – Jan/Feb
 Interim Housing Numbers – Cllr Macrae – Jan/Feb
 Street naming and Numbering – Cllr Menlove
 Waste Collection and Route Optimisation and Transfer Points – Cllr Menlove

Dates of Future Environment and Prosperity Scrutiny Committee Meetings

Environment and Prosperity Scrutiny Committee Work Programme – November 2010

21 December 2010, 25 Jan 2011, 8 Feb 2011, 22 March 2011, 26 April 2011.

Dates of Future Cabinet Meetings

6 Dec 2010, 20 Dec 2010, 17 Jan 2011, 14 Feb 2011, 14 March 2011, 11 April 2011.

Dates of Future Council Meetings

16 December 2010, 24 February 2011, 21 April 2011, 18 May 2011

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